



The Rhumb Line

Maine Maritime Museum

Spring 2003

Explore Maine's Maritime History Where It Began!

Number 33

"Distant Lands of Palm and Spice:" Considering Maine Life and Ocean Trade in the 1850s



Capt. William S. Skolfield looks through his spyglass, aboard the bark Sarah Ann. Trading from Brunswick across the Atlantic between 1844 and 1858, perhaps she was the swan-like ship that Harriet Beecher Stowe saw letting down anchor in a Casco Bay cove. Reverse painting on glass attributed to Petrus Weyts, Antwerp, ca. 1845.

by Anne Witty, Curator

A chief attraction of the Museum in winter lies in the opportunity to wander around the galleries in relative quiet. Each time I do so, an artifact from the collection "speaks" to me - breaking that silence to encourage a closer look.

My latest walkabout was inspired by an 1852 letter written by Harriet Beecher Stowe to the abolitionist magazine *The National Era*. Mrs. Stowe lived in Brunswick from 1850 until 1852, and it was there that she wrote her masterwork novel *Uncle Tom's Cabin* (originally published in installments in *The National Era*). Two long "letters from Maine" describe the natural beauties and people she came to know. A vessel moored up in a coastal inlet prompted this rapturous description that ties Maine's landscape to her commerce with the world:

One of the most peculiar and romantic features of these secluded wood-embosomed waters of Maine is this sudden apparition of ship-ping and sea craft, in which wild and lonely places, that they seem to you, as the first ships did to the simple savages, to be visitants from the spirit land. You are riding in a lonely road, by some bay that seems to you like a secluded inland lake; you check your horse, to notice the fine outline of the various points, when lo! from behind one of them, swan-like, with wings all spread, glides in a ship from India or China, and wakes up the silence, by tumbling her great anchor into the water. A ship, of itself a child of romance - a dreamy, cloudlike, poetic thing - and that ship connects these piney hills and rocky shores, these spruces and firs, with distant lands of palm and spice, and speaks to you in these solitudes, of groves of citron and olive.

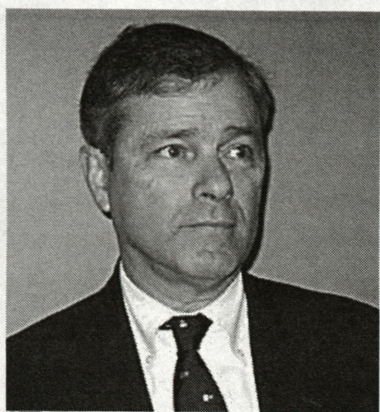
(continued on page 4)

MAINE MARITIME MUSEUM

243 Washington Street, Bath, Maine 04530

Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.

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From The Chart Table

This has been a momentous year! We completed all but one of the major items on our "to do" list resulting from our capital campaign. The historic Percy & Small shipyard does indeed rumble again. The new McEvoy Gallery provides a marvelous orientation to the experience just outside its door. Long Reach Hall, our beautiful new dining/meeting/collections storage building, has a year under its belt and it functions beautifully. In the experience we present to many of our audiences, we are as accomplished as we've ever been.

The one remaining major component of our new look is the full-scale evocation of the great six-masted schooner *Wyoming*. This project is well along, with (practically) all the additional funding identified, final engineering (almost) complete, and permits and regulatory approvals (nearly) in hand. If all goes well, the image of this great vessel – the largest wooden sailing vessel ever built – will rise this summer on the site of the very ways from which it was launched into the Kennebec ninety-four years ago. It will be a wonderful event that we hope will be attended by much festivity.

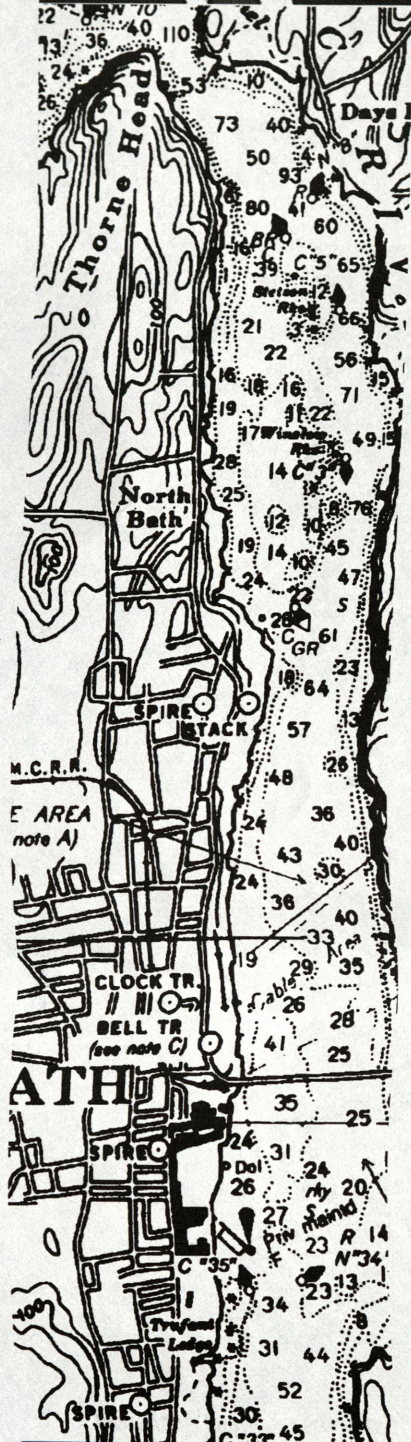
We are busy at this stage in our evolution charting the course to our next port as an institution. Certainly technology will play a critically important role. The organization and business model with which we conduct our activities deserves continual scrutiny and evaluation as we glimpse a future environment where competition for audience attention and for financial support is increasingly intense. The stories we tell, how well (and relevantly) we tell them, and the manner in which we do are key issues for us at this time.

Forty years ago, our predecessor organization was formed. The Marine Research Society of Bath had seven local founding members/supporters. In the year just ended our members and supporters numbered in the thousands and come from the fifty states and several foreign countries. Your Museum has come a very long way, and it is a place of which to be immensely proud. We have much yet to do and I for one greatly look forward to the challenges ahead and to your continuing help and support.

Read these pages and note the names of and be thankful for your shipmates. From those of us here, thank you very much for all that you do to make this enterprise possible and exceptional.

Tom

Thomas R. Wilcox, Jr.
Executive Director

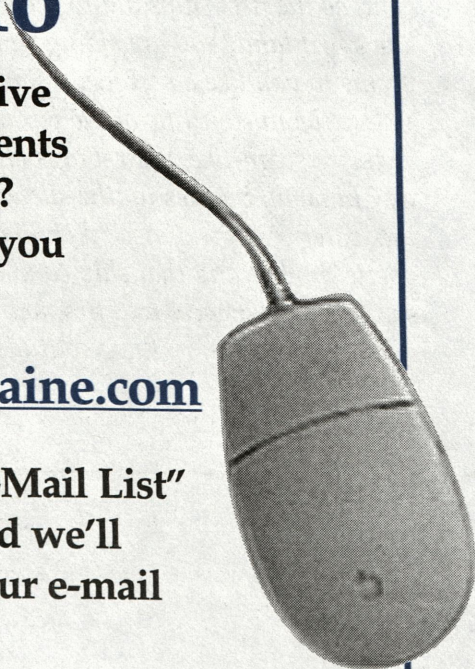


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The Rhumb Line Number 33 Spring 2003

The Rhumb Line is a quarterly newsletter of
Maine Maritime Museum, a non-profit institution.

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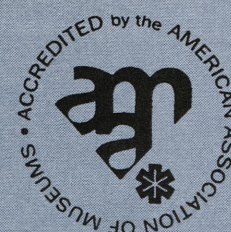
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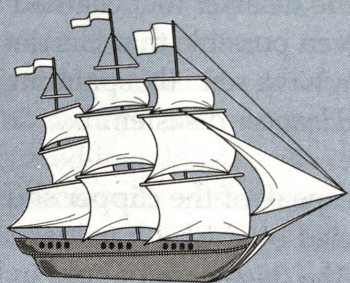


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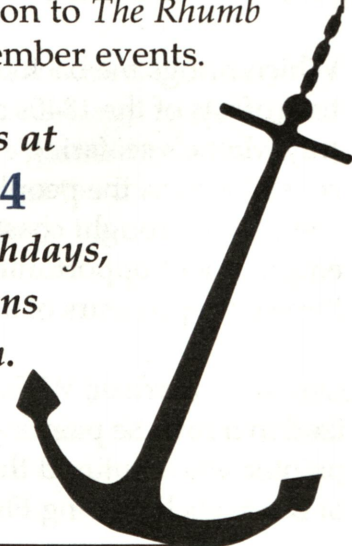
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"Distant Lands of Palm and Spice:"

Considering Maine Life and Ocean Trade in the 1850s (continued from page 1)

Distant lands of palm and spice! We have all felt that call of maritime romance from time to time. But romance must always be balanced by a measure of reality. Examining each of Stowe's points in turn, let us wonder about the "sudden apparition of shipping in... wild and lonely places." Certainly, vessels did sometimes anchor in out-of-the-way coves. But Maine's true centers of commerce were her busy seaports, where wharves, docks, workers, and an infrastructure built around commerce made it possible to transship and distribute goods. The chances of a vessel coming to anchor in a back cove directly from an oceangoing voyage seem small, although it makes a nice poetic conceit.

What about the ship gliding in, all sails set, from India or China? This wonderful impression belies the reality that very few Maine-owned ships actually traded with the "distant lands of palm and spice" – Asia and the East Indies. A few more might have brought scents of Mediterranean or Californian "groves of citron and olive." While many Maine-built ships, trading for Boston or New York owners, did visit these exotic climes, Maine-owned vessels were largely engaged in trade with England, Europe and the West Indies. Trade from Maine in the 1850s consisted of lumber and other northern raw materials traded in southern ports for cotton, which was then carried to Le Havre and Liverpool where finished goods or immigrants were loaded for the return to New York. The West Indies trade for molasses, sugar, and rum was also active. Entrepreneurs here tended to concentrate capital in building ships, and in trade closer to home, rather than in shipping to the other side of the world.

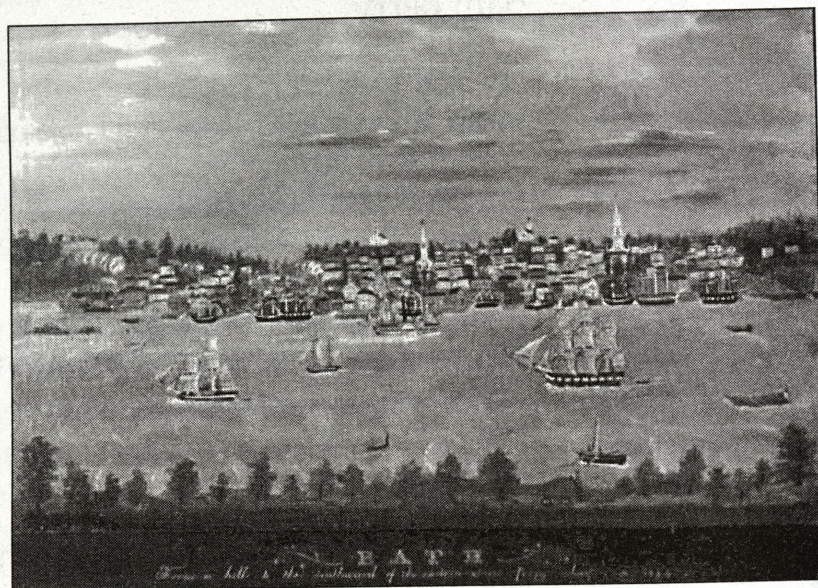
And finally, the ship as a "child of romance." Beautiful in appearance, in motion, in the efficiency with which it could move under wind power, the ship was in reality a floating platform for work of the hardest kind, often performed under dreadful conditions. Young men took to the sea with the gleam of romance in their eye. Most soon awoke to the harsh reality of work four hours on, four hours off for months at a stretch, to constant wet and cold, crowded living conditions with inadequate food, ventilation, or medical care, and, at the end of the voyage, little to show for it. A lucky few, by breeding or inclination, rose to command the vessels and to share in the profits gleaned from trade. But for masses of seafarers, the sailor's life was gaining a reputation for what it truly was: a very hard way to make a living.

While enjoying the romantic, if fanciful, pictures in Harriet Beecher Stowe's "Letter from Maine," let us listen to the intent of Stowe's words – words that draw the indisputable link between Maine's piney shores and the wide world. Her letter pinpoints Maine as both a salty and a worldly place.

Which brings me back to walking about the Museum, listening to artifacts of the 1840s and 1850s. Many of our displays portray Maine's seafaring enterprises in that era: the vessels and coastal towns, the people and the objects they used. Maritime commerce brought coastal Maine new ideas, exotic goods, and employment opportunities for shipbuilders, seafarers, and maritime entrepreneurs of all stripes.

One such mariner, William Stanwood Skolfield, was immortalized in a reverse painting on glass by Petrus Weyts, a Belgian painter who captured the image of Skolfield's bark *Sarah Ann* of Brunswick passing Flushing in 1845. The master himself is

seen peering through a long spyglass. Both painting and telescope are now in the Museum's collections, as is an octant belonging to Capt. Skolfield – one of almost 30 captains in the Skolfield family of shipbuilders, mariners and merchants. The *Sarah Ann* traded from Brunswick across the Atlantic from her building in 1844 until she was sold to Boston owners in 1858. (Perhaps she was the swan-like ship that Harriet Beecher Stowe saw letting down anchor in a Casco Bay cove.)



H.A. Hilling's painting of Bath in 1844 shows the river filled with vessels and prominent shipbuilding activity.

Near the portrait of the *Sarah Ann* hang two contrasting records of maritime life on the Kennebec. H.A. Hilling's painting of Bath in 1844 shows the river filled with vessels, all sailing craft but for one lonely auxiliary steamer. Shipbuilding activity is almost as prominent as the houses and church steeples that line the shores. It is an optimistic work of great activity. Nearby is portrayed the tragic end of a voyage – the ship *Hanover* meeting her end in November 1849. A dramatic work by a contemporary, but unknown, painter shows her breaking up at the mouth of the Kennebec, cargo and human lives dashed upon the rocks and shore. A wicker cargo basket salvaged from the wreck is in the Museum collections. The painting was displayed in public places (for a small admission fee) around the region shortly after the disaster that claimed all twenty-four lives on board. It's even possible that Harriet Beecher Stowe and her family might have seen this painting, or one like it, in the aftermath of the *Hanover* disaster.

Many other artifacts speak of the clipper ship era, which began in the mid-1840s, fueled by the high values of Oriental cargo, and was boosted by the discovery of gold in California in late 1848. Maine shipbuilders built relatively few clippers, but these are well represented here by a model of the *Red Jacket* (Thomaston, 1853); Buttersworth's magnificent painting of the clipper *Warner* (1851) rounding Cape Horn; and sailing cards promoting the speed of these sleek vessels. The clipper *Snow Squall*, built in South Portland in 1851, now rests the last of her bones here at the Museum.

Looking at these objects led me to the library, to seek the context of the times. The *Maine Register and Business Directory* for 1855 provides evidence of many thriving maritime industries, listing dozens of professions and trades: bait suppliers, blacksmiths, boat builders, bridge and wharf builders, coopers, fish dealers, pump & block makers, riggers, sailmakers, saw mills,

(continued next page)

"Distant Lands of Palm and Spice:"

Considering Maine Life and Ocean Trade in the 1850s (continued from page 4)



The ship Hanover meets her end, November 1849, off the mouth of the Kennebec River. Laden with salt for Bath merchant and shipbuilder Levi Houghton, she was lost with 24 souls while nearing home. Detail of painting; artist unknown.

ship bread manufactures, ship builders, ship's cabin work, ship joiners, chandlers, suppliers of ship's knees, plugs and wedges, ship's wheel and capstan manufacturing, shipsmiths, and so on. Not listed were the thousands of fishermen, craftsmen, seafarers who did not create or distribute goods, but whose living nonetheless depended on such production.

And there were many shipping merchants. A list of purveyors of "West India Goods" goes on for several pages, hinting at the significance of Portland's venerable West Indies trade in produce and dried fish for rum, sugar and molasses. Portland supported a coffee and spice mill to grind and distribute the exotic imports of the southern and eastern hemispheres. Cotton manufacturing occurred in a dozen or so mills around the state, branch evidence of another flourishing overseas trade: southern cotton traded to Europe and England. Eight or ten ice dealers were in business, but many more iron dealers and foundries. A large number of lime dealers or suppliers of lime casks indicates the ongoing importance of this extractive industry. Blue Hill boasted several "pogy oil factories" where fish oil was pressed, for use in tanning leather.

In many ways, the early 1850s were boom years in the economic cycle: maritime trade and shipbuilding reached heights that declined abruptly when a financial panic hit in 1857. Soon afterwards, shipbuilding and trade suffered from the depredations of the Civil War, the mounting pressures of industrial change, and the opening of the American west.

For Harriet Beecher Stowe, writing in 1852, great clouds of sail, busy harbors, and full shipbuilding ways were happy signs of the times. But even Stowe's great romantic spirit could sense that things were changing in this bucolic Maine. Customary ways of

life, farming, fishing, shipbuilding, and commerce would soon be buffeted by the winds of change. Her letter continues,

We pray the day may never come when any busy Yankee shall find a substitute for ship sails, and take from these spirits of the waves their glorious white wings, and silent, cloud-like movement for any fuss and sputter of steam and machinery. It will be just like some Yankee to do it. That race will never rest till everything antique and poetic is drilled out of the world...[and would] be right glad to transform the winged ship into some disagreeable greasy combination of machinery, if it would only come cheaper...

Of course, that change did come to pass. The wings of sail were overcome by the practicalities of steam, diesel, and nuclear-powered vessels. Passenger steamers and freighters gradually took over until the last remnants of sail plied the coast with bulk cargoes, principally coal to warm the cities and power the industries that became more and more part of American life as the 19th century went on. Those changes, too, are documented in the Museum's collections.

Why not brave the late-winter weather and come visit the Museum again? Chances are that something will speak to you, if not from the 1850s, perhaps from an earlier or more recent era. Here you can open your eyes and ears to echoes of another time, while the winter is quiet enough to do so.

Harriet Beecher Stowe, "Letter from Maine" to *The National Era*, August 5, 1852, as printed in *The Maine Reader: The Down East Experience from 1614 to the Present*, Edited by Charles Shain and Samuella Shain (Boston: David R. Godine, 1991).

31st Annual Maritime History Symposium at Maine Maritime Museum

On May 2-4, 2003, Maine Maritime Museum will hold its traditionally joyful celebration (annual since 1973) dedicated to the makers, teachers, and writers of maritime history. From the Fish-House Punch on Friday evening to the final word late Sunday morning, attendees are promised a program which is salty, wide-ranging, historically important, entertaining, and thought-provoking. Presentations will include:

Conrad Byers of Parrsboro, Nova Scotia, "The Nitrate Trade: Sailing Conditions and Vessel Operations," following up on his talk on the nitrate ports in 2001

Fred Calabretta of Mystic Seaport on the African-American crew of the World War II destroyer *Mason*, "Everyone Should Know About the *Mason*"

Joshua Smith of the University of Maine, "Smugglers and Privateering: Collusive Capture in the Gulf of Maine, 1812-1815"

Capt. Charles W. Spear of Winnegance, Maine, "The Loss of the *Henry Miller* and Other Merchant Ship Memories of World War II"

Simon Stephens of the National Maritime Museum, Greenwich, London, on that Museum's fabulous ship model collection

Earle R. Warren of Topsham, "The Short Sad Life of *Rappahannock*: First of the Sewalls' 'Big Four'"

Anne Witty of Maine Maritime Museum, "Clippers and Kettlebottoms: Maine Ships and World Commerce in the 1850s"



Saturday's lunch will feature a delectable LOBSTER STEW expertly made by Hancock Gourmet Lobster Company of Harpswell.

An additional option will be the re-creation of an historical meal on Saturday evening, from the galley of the 1894 steel bark *Dirigo*. For details, please contact Maine Maritime Museum at (207) 443-1316 ext. 322.

CLASSIC BOAT FOR SALE



With the encouragement of a most generous donor, the Museum is pleased to offer this lovely boat for sale, the proceeds of which will help us preserve and interpret Maine's maritime history. (This boat has never been in the Museum's collections as it does not meet our criteria for collecting.)

We are offering a mint condition 1960 Century Nordic lapstrake mahogany "sea skiff" type runabout. It is 19' 6" length overall, has a beam of approximately 6.5 feet and has a draft of 24". Powered by its original Grey, 6 cylinder gas engine with 110 original hours on the tach. A 2002 survey comments, "This vessel was found to be in completely restored condition and meets the term 'show condition' to classic boat standards. Every detail of the restoration of this vessel was to the original manufacturer's standards and the vessel as presented, even on the new boat trailer, is to 'Show' . . . standards." (A Venture galvanized tandem axle trailer - valued at \$2,500) - is included.)

This lovingly maintained vessel would be a great way to enjoy the coast of Maine this summer and for many more to come. The Museum will put the sales proceeds to good use and the donor will have the satisfaction that his boat will continue to provide family enjoyment. \$19,500 (relatively firm). Contact Will West (ext. 334) or Dave Boulette (ext. 335) at 207-443-1316.

2003 BOATSHOP WORKSHOPS

9:00 AM-3:00 PM unless specified

Members receive 10% discount on all workshops!

Surveying: Take a Good Look! April 26th

Learn the basics. We'll inspect wooden boat hulls and identify problems - bring your questions. Will West is accredited with the Society of Accredited Marine Surveyors (SAMS). Limited to 6; tuition: \$85

Caulking with John Maritado May 3rd

Learn the tricks from a pro! John will take you through the process of caulking a boat and explain his techniques. We'll work through some of the problems you run into while caulking. Limited to 6; tuition: \$85

Lofting: Laying Down Lines May 17th & 18th

Lofting is the process of laying down a vessel's lines prior to construction. The lofting floor is where it all begins! Great prep for this summer's project. Limited to 6; tuition: \$150

Half Hull Modeling May 31st, June 7th & 14th

Modeling is the age-old skill used to design and study hull form. We'll all build a half hull model from scratch, using the lift method. You'll take home a mounted model ready for hanging. Limited to 6; tuition is \$250.

Documenting Small Craft June 21st

We'll go through several methods for taking the lines and measurements from a round-bottom boat. You'll make patterns, learn some tricks, and learn how to use that data to build a new boat, or develop a table of offsets to record the data for future use. Limited to 6; tuition: \$85.

Steam Bending Wood with Russ Benjamin June 28th

You can't build a boat without steam bending wood. We'll show you methods of bending, how to build jigs, & what to look for in a piece of wood. A hands-on day in the shop. Limited to 6; tuition \$85.

Oar Building with Jim Austin July 19th & 20th

Jim will take you from the selection of wood to glue up, to the varnished set of oars in this hands-on class. Come spend two days in the Boatshop - you'll come away with more than oars! Limited to 6; tuition is \$190.

Skiff Building July 7th -18th

Build a flat-bottom skiff, from lofting and set up to caulking the seams. During this hands-on, ten-day course we will build one skiff from scratch. Offered to youngsters ages 14 & up accompanied by a participating adult. Limited to 6; tuition is \$285.

Building a Six-Plank Chest Aug. 15th, 16th, 17th

A 6-plank, traditional chest has been used by so many as a tool chest or sea chest. You'll build your own using a combination of hand and power tools. Build your woodworking skills and pick up some new ones. Limited to 6; tuition is \$345.

SPRING LECTURE SERIES

Coming this spring, a new and fun format for our evening lectures. As in the past, join us for lively presentations on contemporary or historical maritime themes.

**Prior to two of the lectures, you will enjoy a traditional dinner of chowder or lobster stew!*

**ALL EVENTS BEGIN AT 6:00 P.M.
IN LONG REACH HALL**

March 20 "Diving for the Truth"

Paul Lawton will present the fascinating story of U.S.S. *Eagle* PE-56 that sank off the coast of Portland on April 23, 1945. Mr. Lawton will detail his five-year effort to uncover the truth behind what really sank the *Eagle*, a torpedo attack by a German U-Boat. His research caused the Navy to change the official record on the *Eagle*, and to issue Purple Hearts to 51 *Eagle* casualties.

*This exciting evening will begin at 6pm with a supper of Orr's Island chowder, fresh bread, salad, desserts and coffee. A cash bar will be open for guests to purchase beer and wine. Call to reserve tickets, \$12.50 for members \$15.00 for non-members.

March 27 "The Loss of the Portland & After the Storm Events"

Author John Rousmaniere will give an exciting illustrated talk about the violence of the sea and the hopes and choices that put sailors in harm's way. This lecture will focus on two tragic disasters at sea, the loss of the steamship *Portland* in 1898 (called "New England's Titanic") in which 192 souls were lost. The second describes the 1935 tragedy that occurred aboard the ketch *Hamrah*, during a race from Newport, Rhode Island to Norway, an event that destroyed a prominent Boston family. A cash bar will be open for guests to purchase beer and wine during the lecture. **Admission is free.**

April 3 "Iron Jaw: A Skipper Tells His Story"

Richard Bamforth will share the authentic tale of maritime life in the 20th century as told by his father. Mr. Bamforth and his brother have recently compiled the logs, diaries, letters and reminiscences of their father, Captain Charles Nathaniel Bamforth. Captain Bamforth was a poor country boy who first went to sea in WWI and spent 60 years in maritime and naval service including serving as Naval Port Director in Portland.

*At 6:00 p.m., doors open for fresh Hancock Lobster Stew, bread, salads, desserts and coffee. A cash bar will be open to purchase beer and wine. Call to reserve tickets, \$12.50 for members, \$15.00 for non-members.

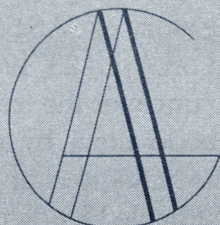
April 10 "Popham & Company: A Family Affair"

Douglas Rice is completing the first full-length biography on the life of Sir John Popham, the driving force behind the Popham colony. Sir John Popham was considered by some to be a pillar of Elizabethan government and a principal contributor to the peace of the realm. Others thought he was covetous, corrupt and always involved his family in his projects. Sir John's life and work provide a fascinating look at Elizabethan England and Maine's first settlement. This evening is a cooperative effort between Maine Maritime Museum and Maine's First Ship. **Admission is free.**

Corporate Partners Program

We'd like to take this opportunity to sincerely thank our Corporate Partners!

Our **Corporate Partners Program** exemplifies how Museum support can offer marketing benefits for our business partners, as opposed to purely philanthropic endeavors. In exchange for critically needed help – either financial or gifts-in-kind – this Program provides a menu of marketing benefits, representing advantages to both the business and to the Museum.



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Proudly celebrating our 30th year in business!

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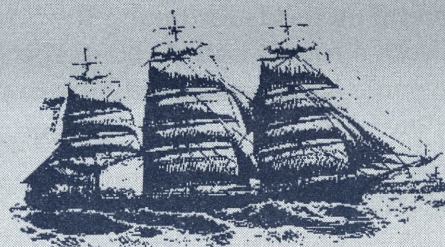
Their email addresses are: wilcox@bathmaine.com
macmillan@bathmaine.com.



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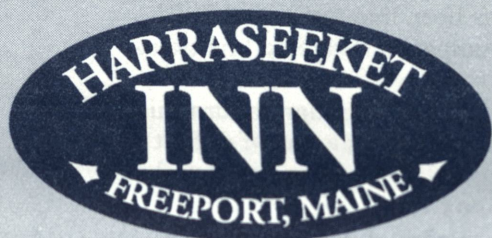
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Preti Flaherty, one of Maine's largest law firms, helps many of the region's most successful companies grow and thrive. Growing businesses in Maine and beyond look to us for general counsel and sophisticated transaction advice.

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The Harraseeket Inn is a AAA-rated, Four Diamond Luxury Country Inn with 84 guest rooms, six suites, twenty-three fireplaces and two celebrated restaurants. Located just two blocks from L.L. Bean in Freeport, Maine, this family-owned and operated inn provides a genuine Maine experience...with room service, indoor heated pool and 38 jacuzzis. Tea is enjoyed daily by guests in the spacious living room with a welcoming fireplace.

The Times Record

The Times Record is the Mid-coast's largest daily newspaper serving 19 communities from Freeport to Wiscasset, and as far west as Lisbon and Durham, with a heritage that spans four generations of local ownership and management.

It is published Monday through Friday at noon and hosts an online version at www.timesrecord.com. The newspaper also runs a large web-offset and sheet-fed commercial printing operation out of its Brunswick facility.

The Times Record we know today actually published its first edition in 1967, having been the result of a merger of two other newspapers; *The Bath Daily Times* and *The Brunswick Record*, taking its name from each. The local ownership of *The Bath Daily Times* dates back to 1897, which was formerly a weekly begun in 1820. *The Brunswick Record* was founded in 1902, with lineage as far back as 1853.



Sebasco Harbor Resort offers dining, entertainment and recreation options for both resort guests and local residents. Our distinctive accommodations range from the classic Main Inn, to a variety of cottages, and even a light-house. Resort activities include golf, cruises on the "Ruth," kayaking, fishing, tennis, hiking and biking. At The Ledges you can enjoy your seafood favorites inside or outside on the harbor front patio. Bistro dining and spectacular sunset views over Casco Bay are available at the Pilot House Restaurant. Come by land (Rte. 209 to Sebasco Road) or by sea (moorings and launch service available). www.sebasco.com 207-389-1161



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March 2003

Dear Fellow Members and Friends,

We all know too well that 2002 was a challenging year for many businesses and for most non-profit organizations like Maine Maritime Museum.

All across the U.S., museums have encountered fewer visitors and reduced income due to a downturn in the performance of their investment portfolios. Maine Maritime Museum is no exception. Some of our long-time donors have had to scale back their usual levels of support for ongoing operations and continued growth. The net result has been that our actual 2002 income was lower than expected and, in some cases, expenses outpaced budgeted line items.

In the fall of 2002, the Board of Trustees began an aggressive internal campaign to turn this financial negative around. With the superb support of staff, we're reducing areas of deficit while rolling out strategic new programs for geared growth. Our chief aim is to broaden the base of sustaining membership. We have a wonderful "treasure box" at Maine Maritime Museum; we want to make it better known and more accessible to a much wider audience. We welcome all of your suggestions and assistance!

The Members, Donors and Volunteers we proudly list in this report have been the mainstay of our Museum through their contributions of funds, Volunteer hours and participation in our many successful events and programs last year. And the prospects of exciting new developments in 2003 keep us buoyed, but ever vigilant.

For example, we expect to see the stunning evocation of the six-masted Schooner WYOMING revisiting its birthplace in our Percy & Small Shipyard this summer; our exhibition schedule will include a bold new presentation on ocean commerce; our Education Programs are undergoing top-to-bottom redesign; and the entire staff is working towards new avenues of Museum access through the technology of the Internet.

The support of every Member, Donor and Volunteer truly makes a difference. We thank you for your past contributions and we hope that you will continue to help us keep Maine Maritime Museum an even more vital resource in 2003.

Sincerely,

Nancy R. Connery
Chair, Board of Trustees

P.S. If you haven't recently visited the Museum, there is much that is new; and the staff welcomes the opportunity to "show it off" to you!

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 William & Sawako Fruin
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2002 Annual Report *Continued*

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A contribution of \$500 for a Plaque will support the ongoing operations of the Museum and provide a special remembrance in a unique waterfront setting.

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THANK YOU ALL!

We are truly grateful to all who made gifts to the Museum, and volunteered for us. We make every attempt to produce accurate lists; however, mistakes can occur. Please call us if your name was inadvertently omitted.

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Discovery Boatbuilding is back!

At this time of year, the Boatshop is filled with the smells of a woodstove burning and freshly cut cedar, as the sounds of pencils and erasers fill the loft. And it's not Will West, the Boatshop manager, who's doing the lofting – it's the South Bristol 8th grade class. This year's students will be building two 12-foot banks dories, a change from building skiffs as they have for the past seven years!

South Bristol School's 8th grade class, which consists of seven students, began lofting their boats in early January. As the students studied their plans and measured the exact dimensions to full-scale, looks of puzzlement were replaced with beaming smiles as they began to see the lines of the dories take shape on the lofting floor. The decision to build dories seemed a natural fit with the rich fishing history of the town of South Bristol. This year, the Boatbuilding Program has been coordinated with the students' daily studies. They investigate the history of the dory as part of their writing class and use the dory's design to explain buoyancy and Archimedes' Principle in their science class.

At the time this was written, there were only sixteen Fridays left to work on the boats, and a great deal of work yet to be



South Bristol students Madesyn Henry and Maxwell Madigan work on lofting their dory.

done. The lofting is completed and the body molds are well under way...yet planks need to be laid, knees need to be cut, transoms made, and thwarts built. Miraculously, the students will accomplish all of this work in the few months before launch date. On June 13th at Bittersweet Boat Landing two beautiful dories will slide into the sea to carry forward a tradition that is ages old.

Our Wish List

Surplus Loader-Back Hoe Tractor
(Or offer to rebuild our 1968 International)

Small Chain Saw

Please call Dave Boulette, 443-1316 ext. 335

Dust Collection System for The Boatshop

Please call Will West, 443-1316 ext. 341

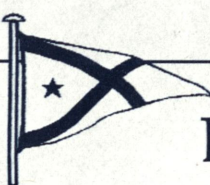
Fireproof Four-Drawer Filing Cabinet

Please call Chris Hall, Registrar, 443-1316 ext. 326

Electric Broom or Hand-held Vacuum

Please call Barbara, 443-1316 ext. 344

Many thanks to Ron Tarbox for the Wood Chipper!



Learn to Sail!



Maine Maritime Museum has partnered with the Boothbay Harbor Yacht Club and will now offer our members a chance to sign up for the Yacht Club's Junior Sailing Program. Open to children ages 8 - 17, the program is staffed by certified U.S. Sailing instructors, dedicated to the fun and challenge of sailing. The program uses the Optimist prams, the Club 420 class boats and the historic Boothbay Harbor One Design.

July session: June 23 - July 4 and July 7 - 18

August session: July 21 - August 1 and August 4 - 15

Scholarships Available!

FMI - Call Boothbay Harbor Yacht Club in season at 207/633-7287, or visit www.bhyc.com

VOLUNTEER COORDINATOR'S CONFERENCE AT MMM

On Thursday, February 27, 2003, the Museum welcomed approximately 90 Volunteer Managers from around the State to an all-day conference on volunteer and staff training. Topics included recruiting, retaining and appreciating volunteers, creating a friendly volunteer climate and solving internal issues. The conference was planned and coordinated by The Association of Volunteer Directors – Mid-Coast Region (part of The Maine Volunteer Connection, Inc.) and The Blaine House Conference on Volunteerism. The Association of Volunteer Directors – Mid-Coast Region is a group of professionals from Rockland to Bath who work with and utilize volunteers in a variety of ways. To learn more the Mid-Coast Region group, contact Ellen Conner at conner@bathmaine.com or ext. 350.

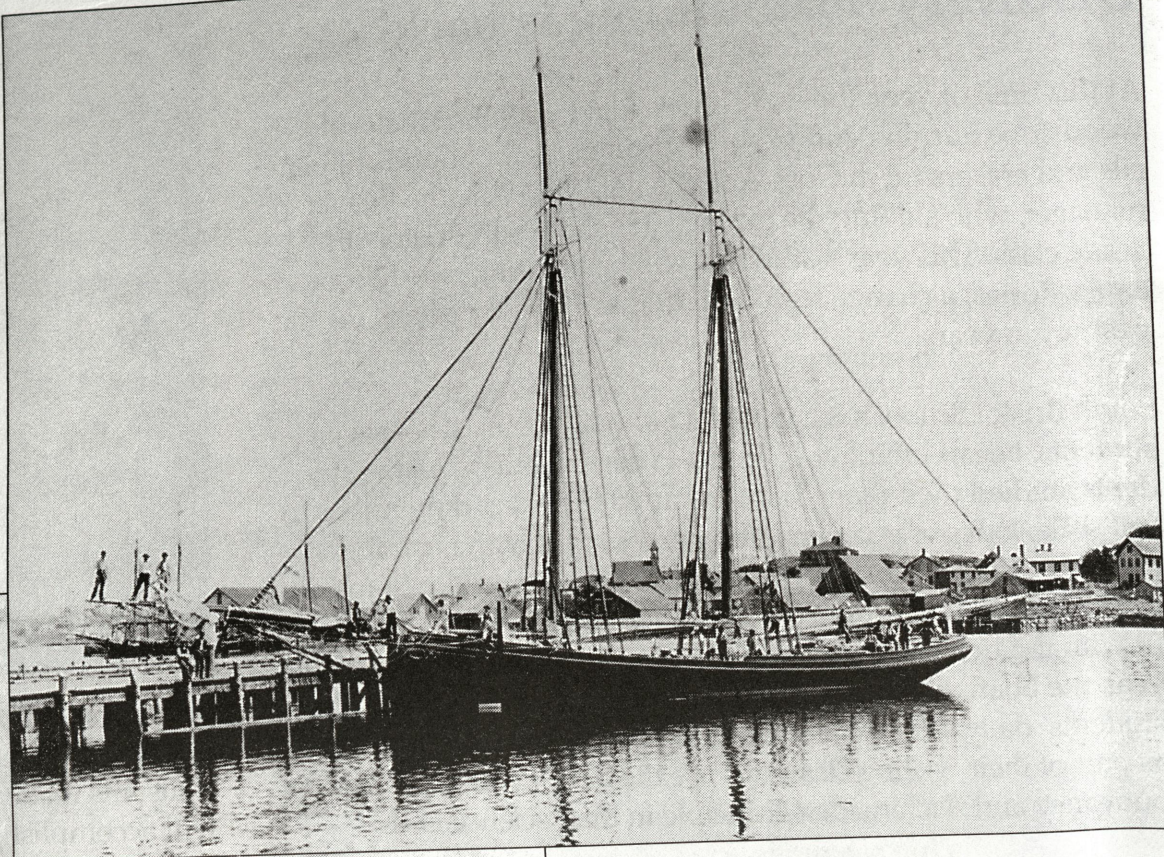
Special Note: 165 Volunteers donated 18,375 hours in 2002! Your Volunteer help is invaluable to the Museum. Many Thanks!

Downeast Coastal Connections from Castine to Campobello

Mark your calendars for September 25 – 28, for the Museum's 2003 trip with Miriam and Charles Butts of Travel Seminars. This year members have the opportunity to tour distinctive Georgian and Federal homes and gardens in Castine and the beloved summer home of President Franklin Delano Roosevelt, Campobello Island, NB. Along the route stops will be made at West Quoddy Lighthouse at Lubec, the 1818 Ruggles House in Columbia Falls and General Knox's mansion in Thomaston, ME. Participants will travel by motor-coach and enjoy comfortable accommodations including two nights in fully equipped, formerly private "cottages" at the Roosevelt Campobello International Park. Complete details will be sent to members in the early spring.

Puzzler From The Library

A New Puzzler: This slick-looking fishing schooner is probably late 19th century. It appears to be an albumen photographic print, which could date anywhere from 1855 to 1920. Does anyone recognize the vessel or the harbor? The picture's donor found it in Maine, but it could have been taken elsewhere.



Last Issue's Puzzler: Only one person came up with an answer for last issue's puzzler, and he was Curator William N. Peterson of Mystic Seaport. Bill says: "I have no doubt that the shipyard depicted in the latest *Rhumb Line* puzzler is at Noank, Connecticut. I believe it is a scene taken during World War I or just after when the old shipyard of Robert Palmer & Son ('the Noank Shipyard') was being run as a subsidiary yard by the Groton Iron Works. The vessel in frame is probably one of the large wooden steamships that were built at that time under the auspices of the Emergency Fleet Corporation, perhaps the 1,528-ton *Balsto*?"

"In this view you would be looking east past the shipyard's mould loft building. Beyond the mould loft the slipways dump into the Mystic River near its mouth. There were two large launch ways on either side of the building. And to the south (right in the photograph), next to the two southern launch ways, there was a huge marine railway."

We are very thankful to Bill for coming up with this answer. A little far afield for our collection, but there is actually a Maine connection. The Groton Iron Works, although located in Connecticut, was actually a Maine corporation, established and operated by Bath native Charles W. Morse and his sons.

An earlier Puzzler (from Issue #25, two years ago):

We recently had a visit from Elwyn & Doreen Crocker of Winthrop, who have some family photographs which seem to shed some light on this old Puzzler picture. It can be dangerous – well, maybe wrong-headed is a better term – to try to identify a person in a photograph from another photograph. But it must be said that our mystery man is a dead ringer for Capt. Leonard A. Crocker (1854-1926) of the Montville area. This has not yet led us to information about Capt. Crocker's vessels, but perhaps it will.

Cabin Fever Sale

For Members
Only!

20% Off

on ALL Items in the
Museum Store

Saturday, March 22
&
Sunday, March 23
ONLY

Open Daily
9:30 a.m. – 5:00 p.m.

